









## CLEANER'S TRIP NORTH.

NAGASAKI, September 1st.  
ON THE "FUTAMI-MARU," the trip from Hongkong to Nagasaki, Japan, is now making its debut. The vessel, a small steamer, is owned by the Nippon Yusen Kaisha, and is captained by Mr. J. H. B. Wright. The vessel is a small steamer, and is owned by the Nippon Yusen Kaisha, and is captained by Mr. J. H. B. Wright. The vessel is a small steamer, and is owned by the Nippon Yusen Kaisha, and is captained by Mr. J. H. B. Wright.

On board the *Futami* were thirty Australian horses, and on making enquiries I found that they were consigned to the Nippon Race Club, Yokohama. This is a new departure on the part of the Yokohama Race Club to import Australian horses, and it is evident they intend to make racing the part of the year more than it has been in the past. All the horses looked in good condition; in fact, the man in charge said he had to administer one dose of medicine only during the whole voyage. The smallest horse amongst them was not under 15 hands, several being 15.5 and 15.4. The question arises, will the cattle there in the new country to which they are brought? Previous experience have not proved satisfactory regarding the importation of Australian horses. However, it will be interesting to learn how China and Japan ponies hold their own against the new importation.

Dead-and-alive Nagasaki is being "painted red" by the "MAKE AMERICAN VOLUNTEERS, THINGS HUM," who have been to Manila and returning home from the scenes of war. The Japanese shopkeepers are making a beautiful business, for no matter what shop one looks into, "COLORED" is in evidence, and also the disposal of the soldier to spend all the money he has on hand, the dollars left behind even in dull Nagasaki by the American soldiery must amount in the aggregate to a large sum.

Foreigners in Nagasaki do not seem at all satisfied with the new state of affairs which has developed since the coming in of the new treaties. The price of everything has gone up considerably, but salaries have not, and the from 10 to 15 per cent. duty imposed on many articles makes an important difference to what people formerly had to expend. In the case of the price of cigars for instance—in Hongkong a box of London for instance—can be purchased for \$2.50, but here \$4.50 is asked. Foreigners are getting thoroughly disgusted with affairs and are lending in numbers. That being the case the land of lotus and chrysanthemum will never become the great country so often predicted. Before leaving I mean to "tip" a few more "white men" and will send you their opinions.

A gentleman related to me the other evening an amusing experience he had with an official policeman. The gentleman had stopped to talk to two friends at the corner of a street, and had been standing there only a few minutes when a policeman came along and ordered them to "move on." They moved a short distance when the bobby again assailed them with a similar injunction, and then went into his sentry-box. The gentleman who was relating the story to me, said he followed the policeman and named the "defender of law" in his box and said to him words to the effect, "where am I to go or stand? You say I must not stand here or there, tell me where I may converse with my friends a few minutes. The little Jap was non-plussed, and after looking at the intruder for a second or two he turned on his heel and went into an inner sanctum, leaving the question unanswered and the questioner in possession of the entrance to the box. Now, it is evident that the Japs are doing nothing but the police duties as at home. The policeman have been instructed to "move people on," but have not been told how to deal with persons in case of non-compliance or how to answer the one or two questions that would be put to them in case a person attempted to argue the right of being moved on. This half knowledge of affairs is what will keep Japan from rapid advance. In general affairs—I mean by that expression matters on the whole—it is the opinion of many, Japan has come to a stand still.

Just another word about this round trip, for which the Nippon Yusen Kaisha has run two splendid SOCIETY SHIPS, steamers that are from Nagasaki, that all the company's other steamers are good boats to travel in. The Red Cross Society of Japan have had two hospital ships built for use in time of war or epidemics, but at present have no use for them, and have handed both over to the Nippon Yusen Kaisha, who have put them on the Hongkong-Yokohama route. The last boat out from home was the *Kanamaru*, which I had the pleasure of inspecting at Hongkong. She is due here tomorrow, and will leave on the 11th. We have been, concerning which place I hope to be able to send a good account for your columns.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE MUCH ABUSED COOLIE.  
DEAR SIR—At a time when everyone is thinking only of the coolies who should have a square share.

At about 4.15 p.m. on Monday a coolie was running along the Queen's Road Central, between Fanning and Leung Yuen Street West, with a gentleman (Chinese) in his hand, and the gentleman was kicking the coolie, and the coolie was stopped and remonstrated with, and was sent going on his way when a European gentleman came along and saw the coolie being kicked, and he took a stick and hit the coolie, and the coolie was taken to a hospital.

JUSTICE.

Hongkong, September 5th, 1899.

## PROGRAMME OF THE SHANGHAI AUTUMN MEETING.

Tuesday, Wednesday and Thursday, 31st October and 1st and 2nd November, 1899.

Stewards:—A. Butler, Esq.; B. A. Clarke, Esq.; F. Gore, Esq.; A. P. MacEwen, Esq.; A. McLeod, Esq.; E. A. Probst, Esq.

FIRST DAY.—TUESDAY, 31ST OCTOBER, 1899.  
THE JOCKEY CUP.—Value, Tls. 100. Second Pony, Tls. 25. For China Ponies that have never won a Race. To be ridden by Jockeys who have not had more than two winning mounts. Non-winners allowed 5 lbs.; Winners of one Race, weight for inches as per scale. Entrances, Tls. 5. One Mile.

THE CRITERION STAKES.—Value, Tls. 100. Second Pony, Tls. 25. For China Ponies that have never won a Race. To be ridden by Jockeys who have not had more than two winning mounts. Non-winners allowed 5 lbs.; Winners of one Race, weight for inches as per scale. Entrances, Tls. 5. One Mile.

THE MAIDEN STAKES.—Value, Tls. 100. Second Pony, Tls. 25. For China Ponies that have never won a Race. To be ridden by Jockeys who have not had more than two winning mounts. Non-winners allowed 5 lbs.; Winners of one Race, weight for inches as per scale. Entrances, Tls. 5. One Mile.

THE MALO PLATE.—Value, Tls. 150. Second Pony, Tls. 25. For China Ponies that have never won a Race. To be ridden by Jockeys who have not had more than two winning mounts. Non-winners allowed 5 lbs.; Winners of one Race, weight for inches as per scale. Entrances, Tls. 5. One Mile.

THE CLUB CUP.—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For five or more starters. For China Ponies. Weight for inches as per scale. Entrances, Tls. 5. Two Miles.

THE LOTTERY STAKES.—For all China Ponies. Value, Tls. 200, added to a Sweepstakes of Tls. 15 each. Forfeit Tls. 5, if declared on or before the date of closing the Entries for the Autumn Meeting, when the balance Tls. 10 is to be paid, and the Name and Colour of the Pony declared. The Stakes will be divided as follows:—First Pony 70 per cent., Second Pony 20 per cent., and Third Pony 10 per cent. Weight for inches as per scale. Winners of a Race of One Mile or over to carry 5 lbs. extra. Entrances, Tls. 5. One Mile.

Nominations to be sent to the Secretary on or before the 1st of July, together with an Entrance Fee of Tls. 5 for each nomination taken. Dates of arrival and/or purchase to be declared on entry forms at closing of the Autumn Entries. Closed on 1st July, 27 Nominations.

THE AUTUMN CUP.—Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For five or more starters. For China Ponies. Weight for inches as per scale. Winner of the Criterion Stakes 5 lbs. extra. Non-winning Jockeys allowed 5 lbs. Entrances, Tls. 5. One Mile and a Quarter.

THE WILKES STAKES.—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For five or more starters. For China Ponies, being *bona fide* Griffins at date of entry. Weight for inches as per scale. Winners of a Race, 5 lbs. extra. Entrances, Tls. 5. One Mile and a Half.

THE FAH WAH CUP.—Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For five or more starters. For China Ponies that have never won a Race. Weight for inches as per scale. Entrances, Tls. 5. One Mile.

THE SHANGHAI ST. LEGER.—A Sweepstakes of Tls. 15 each, with Tls. 350 added. First Pony to receive 75 per cent., Second Pony to receive 15 per cent., and Third Pony to receive 10 per cent. For China Ponies that have never been raced previous to 1st January 1899. Weight for inches as per scale. Entrances, Tls. 5. One Mile.

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Second Pony, and 10 per cent. to the Third Pony until the Cup is finally won, when the Second Pony will receive 75 per cent. and the Third Pony 25 per cent. of the Entrance Fees. Weight for inches as per scale. One Mile and a Quarter.

THE COSMOPOLITAN CUP.—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For five or more starters. For all China Ponies. Weight for inches as per scale. Entrances, Tls. 5. One Mile.

THE GRAND STAND STAKES.—Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For China Ponies, being *bona fide* Griffins at date of entry. Weight for inches as per scale. Entrances, Tls. 5. One Mile.

THE CHAMPION SWEEPSTAKES.—Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For five or more starters. For China Ponies. Weight for inches as per scale. Entrances, Tls. 5. One Mile.

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## MUD-FLAT NORTH.

(FROM OUR OWN CORRESPONDENT.)

TIENSIN, August 28th.

The alliance for the time being is off. There is reason to fear that between Jung Lu, and a recently discovered attempt on the part of the bannermen to overthrow the Emperor Dowager, that she has been so upset as to spoil all negotiations. But this will not, I believe, alter Japan's determination to move, though it will necessarily alter her *modus operandi*. She can attack Russia through Korea very well, but through Korea and China simultaneously would have been better. China's whole attention is for the moment absorbed by the Italian question which has again come to the front. Italy has made five demands, only one of which is however worthy of consideration or seriously intended, namely a railway from Chekiang to the Yangtze. The others are: 1. A chair for the Emperor in the West; 2. A railway to some mines in the Western Hills; 3. A restoration of mining rights to an Italian subject in Kuangsi; 4. The right to open certain mines in Chekiang province. The Emperor Dowager has given the Taungli Yamen instructions to disregard all their demands and refuse them absolutely and entirely. What Italy will do in such case is not quite certain. Quite a party of Italian naval officers are now in Peking, and it is stated that Italy will not accept any refusal. Samun Bay is not mentioned in the demands, but it is generally understood that this point will be seized, generally accepted here that some demand underlies this Italian move, and that she is in some way playing a British rather than an Italian game, as the Italians themselves do not pretend that Italy has a shadow of excuse for what she is doing. She has no trade, and is not adapted for colonization. We have not heard her name here until the Peking Syndicate came on the scene, and I have an idea that somehow her present attitude has this "Commercial" excuse, and no other. The Syndicate is just beginning to move, and within next year much may transpire.

Sir Harry Wolke's representative as "Consulting Engineer," engaged by Chang Yui-mao at home, has arrived here and is now in Peking. Mr. Hillier of the Hongkong Bank in Peking together with the British Consul visited the Viceroy on Saturday, and the visit was presumably in connection with railway business but I have learnt nothing as yet as to how the Bank and Mr. Kinder are taking this appointment. I was given to understand however, that it would be disputed as an infringement of the railway contract.

I have not been able as yet to learn anything further about Mr. Detring's appointment as foreign advisor to the Railway & Mining Bureau, nor to whether it is true, though my authority assures me that it is, and that this is a position which he has long been coveting. Some new regulations have just been promulgated by the Bureau, forming amendments to those issued on the 29th November last year, and the effect of them will certainly be to prevent any further concessions being given for mines at least. They do not affect concessions already granted, only future ones. The Peking Syndicate was fortunate enough to date prior to any regulations at all, and is therefore a free agent in regard to time etc. In substance the amendments are as follows:—

The Government is desirous of treating all persons alike, irrespective of nationality, and of enabling all merchants to have the same chance in mining, and the reckless manner in which concessions have hitherto been applied for and located prevents this, and unscrupulous persons have had an opportunity of monopolising mineral areas. In future concessions applied for must distinctly and definitely state the district, locality and area of the mine desired, only include one place.

The control of mining companies must hereafter rest in the hands of Chinese merchants, and not only a half of the shares, and not only three tenths as heretofore, when foreign capital is introduced, as otherwise foreigners get the ascendancy.

Furthermore, Chinese in applying for mining concessions must in future satisfy both the local and central Governments that they are in a financial position to work the mines, and that there is no obstacle to their having the privilege, and when the authorities are satisfied on these points, and have granted their permission, then they may invite foreigners to take up shares. Otherwise much useless expenditure may be made in surveys without any result.

By the old regulation mining operations were to be commenced within six months of the concession being granted, unless some good reason could be furnished why proceedings must be delayed. Now the time is extended to ten months, but absolutely no excuse will be admitted if the applicants are not ready to commence operations within that time.

When we realize the delays which always attend any business operations in China, this regulation alone is sufficient to negative future prospects: but when we add the requirement for Chinese applicants to satisfy the officials as to their wealth, and all other points likely to require explanation, the force is complete.

The bar to the new concessions is taken, and run out very nice lying out there in the sunshine, as did the splendid torpedo catcher and the four new torpedo boats, in the river. But the thought occurred "of what use this waste?" They are fine boats with crack speed records, but there is not a man in the Chinese navy who knows their worth or their capacity, and the only object they seem likely to achieve is to excite the cupidity of some "friendly power" who chances to note their neat proportions before they have had time to get out of order.

Somehow, remarked the other day, "the torpedo catcher in the river came out last year with a record for 44 knots, but she failed in Chinese hands to stop Kang Yu-yeh in his flight south!"

The Japanese are, I fear, very active in Corea, and have been steadily colonizing in that country and generally fixing things upon approved lines. They appear to be rather more favourably regarded in Corea, too now, and it would not be surprising to learn that Corea had invited a Japanese protectorate or concluded an offensive and defensive alliance.

Reports from Manchuria show that the Odesa importations are being sent inland directly by rail, and raw recruits are being drilled night and day around Vladivostok, where the country is one great camp.

SHIPPING REPORTS.

Captain Jackson, of the steamship *Stentor*, from Foochow, reports:—Fine weather throughout. Wind and fine weather throughout.

Captain Finch, of the steamship *Yung-ching*, from Shanghai, reports:—Light to moderate winds and fine weather throughout.

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## NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....29.824  
Thermometer.....80.4  
Humidity.....77  
Rainfall.....58.33

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer.....29.90  
Temperature.....82  
Humidity.....80  
Rainfall.....—

TO-DAY.

Thursday, 7th September, 1899.

Chinese—3rd of 8th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 45min.  
Sets.....6hr. 40min.  
High water—Morning.....6hr. 40min.  
Afternoon.....6hr. 40min.  
Low water—Morning.....3hr. 40min.  
Afternoon.....4hr. 30min.

ANNIVERSARIES.

1807—Copenhagen taken by the British.  
1891—Outrage on Dr. T. A. Greig at Kirin, Manchuria.  
1893—Australian barque *Florence Trent* wrecked on Breaker Point with a loss of 20 lives.



## Entertainments.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	To-morrow, 8th Sept., at Noon.
*RIOTEN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via KORE and YOKOHAMA	THURSDAY, 21st Sept., at 4 P.M.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE, and YOKO- HAMA	SATURDAY, 23rd Sept., at 4 P.M.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 4th September, 1899.

Dr. KNORR'S  
ANTIPYRINE

patented  
"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS.A. S. MIHARA,  
Manager.Dr. OVERLACH'S  
MIGRAININE

"LION BRAND"  
ANTIPYRINE-CAFFEINE-CITRATE.  
(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analeptic.  
(3) Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.  
Sole Manufacturers: F. H. WERKEFORM, MEISTER LUTCH'S & BRUNING, HOECHST O. M.  
Literature of the above Preparations supplied gratis at request to medical men.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S.  
ROYAL MAIL STEAMSHIP LINE.

1899.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street, 13.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Noon.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

## THE Steamship

## "HONGKONG MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 29th August, 1899. [1310]

## WEST RIVER SERVICE.

## THE New River Steamers

"SAMSHUI" "WUCHOW"  
will be despatched alternately from Messrs. DOUGLAS LAUREN & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS, for WUCHOW, calling at KONG, MOON, KANCHUCK, SAMSHUI, SHUITHING and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.  
Fares, including Sleeping Berth.

HONGKONG to SAMSHUI ..... \$5  
HONGKONG to WUCHOW ..... \$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899. [1058a]

## Mails.

NORDDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG.	14th Sept. Freight.
Kanth	(LONDON with transhipment in HAMBURG)	September.
NURNBERG	HAVRE and HAMBURG.	About 27th Sept. Freight.
V. Binzer	(LONDON with transhipment in HAMBURG)	September.
*SAVOIA	HAVRE and HAMBURG.	About 11th Oct. Freight and Passage.
Jäger	(LONDON with transhipment in HAMBURG)	October.
SUEVIA	HAVRE and HAMBURG.	About 19th Oct. Freight.
Förck	(LONDON with transhipment in HAMBURG)	October.
SERBIA	HAVRE and HAMBURG.	About 30th Oct. Freight.
Ostermann	(LONDON with transhipment in HAMBURG)	October.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

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CARLOWITZ & Co.,  
Agents.CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN FRANCISCO  
AND SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City ..... 3,002 about Sept. 15  
Thyra ..... 3,406 about Sept. 30  
Belgian King ..... 3,379 about Oct. 15  
Carnarvonshire ..... 2,929 about Nov. 15

## THE Steamship

## "CARLISLE CITY"

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1330]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

## THE U. S. Mail Steamship

## "CHINA"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th August, 1899. [1330]

## Mails.

HAMBURG-AMERIKA  
LINIE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN and HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
AND LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRIN-  
CIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

Preussen	Wednesday 13th Sept.
Sachsen	Wednesday 11th Oct.
Bayern	Wednesday 18th Nov.
König Albert	Wednesday 13th Dec.
Prinz Heinrich	Wednesday 27th Dec.
Preussen	Wednesday 10th Jan.
Karlsruhe	Wednesday 24th Jan.
Sachsen	Wednesday 17th Feb.
Hamburg	Wednesday 21st Feb.
Bayern	Wednesday 17th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 12th September. Contents of Packages not required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 16th August, 1899. [1043a]

## OCCIDENTAL AND ORIENTAL

## STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.

## THE OVERLAND RAILWAYS

## AND

## ATLANTIC AND OTHER CONNECTING

## STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Duric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

## THE Company's Steamship

## "GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 22nd August, 1899. [1330]

## UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

JEY'S FLUID  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 9th March, 1899. [11]

## TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear-Drums sent £100 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLERS PATENT MOTOR  
LAUNCHES,

&c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

Hongkong, 14th May, 1899. [39]

## NOT SO FAR AWAY

## IN CHICAGO U. S. A.

IS THE

Greatest Mail Order House in the World.

MONTGOMERY WARD &amp; COMPANY,

1116-120 Michigan Ave.

WHO ISSUE SEMI-ANNUALLY THE MOST COM-  
PREHENSIVE

## GENERAL CATALOGUE

## AND

## BUYERS' GUIDE.

Containing 800 pages (14 by 11 inches), 14,000 illustrations, 10,000 descriptions, quotations, and Twenty (20) COL. PHOTOGRAPHY devoted exclusively to lines of GENERAL MERCHANDISE, viz: FURNITURE, AGRI-CULTURAL IMPLEMENTS, WARE, CLOTHING, CARPETS, DRUGS, MEDICINES, BOOKS, TOYS, GAMES, PHOTOGRAPHIC MATERIALS, GROCERIES, CANNED GOODS, HOUSEHOLD UTENSILS, and many other lines. It is the largest and most complete of its kind ever published. It is sent to you free of charge, and is a valuable reference for all who are interested in the above lines. It is also a valuable reference for all who are interested in the above lines. It is also a valuable reference for all who are interested in the above lines.

Goods Guaranteed as Represented or Money Refunded.



## A NEW CURE FOR TETANUS.

Treatment of tetanus, or lockjaw, by injections of carbolic acid solution has been remarkably successful in Italy," said Dr. Antonio Fanoni, of No. 66 West Tenth street.

"I thank Dr. George L. Freeman, whose letter has just been published in *The World*, for giving credit where it is due; yet he seems to question the results claimed for the treatment. I am happy to be able to give him the facts. Carbolic acid is a cure for tetanus because it is antiseptic, anti-toxic and antispasmodic. It is administered by hypodermic injection in a solution of from 2 to 3 per cent. in distilled water. The doses are from three to four centigrammes of the solution daily. They have gone as high as thirty-five centigrammes in one day, without any sign of carbolic acid poisoning.

## FIRST USED IN ITALY.

Prof. Baccelli, director of the Royal Medical Clinic of the University of Rome, first discovered the merits of carbolic acid as a tetanus cure in 1897. Since then it has been freely used among members of the profession in Italy, Germany, France and Russia. Statistics show that Baccelli's discovery is infinitely superior to the antitoxin treatment of either Tizzoni or Behring.

I have at hand reports showing that up to last March thirty-one patients have been treated with Baccelli's method, only one of whom died.

Of forty patients treated with Tizzoni's antitoxin eight died.

Of eleven patients treated with Behring's antitoxin four died.

Of nine patients in another country treated with Behring's antitoxin two died.

All of these methods are far superior to old-fashioned treatment, under which seventy out of every one hundred patients died.

MANY MIGHT HAVE BEEN SAVED.

*The World*, which is always helping suffering humanity, can accomplish much good by publishing these facts. Think of all the lives that would have been saved if Baccelli's carbolic acid injection had been used in the recent great number of tetanus cases in New York. I think *The World* reported more than eighty-four cases, many of which ended fatally.

## IMPROVED COLOUR-PRINTING MACHINE.

The Orloff colour-printing machine, of which a specimen has just been set up in London, is the invention of Mr. Ivan Orloff, chief engineer of the Russian Government Printing Works in St. Petersburg, where 32 of them are now at work printing paper money and bank-notes. Its inventor, who was not a printer but a weaving engineer, originally designed it in order to print elaborate multi-coloured patterns such as would render the forgery of bank-notes impossible by the photographic methods which are frequently applied with success; and it is now being used to produce designs with elaborate interlacing designs, having the most intricate variations of colour, and, it is stated, so perfectly printed that no two in a million are found to vary in the disposition of their interlaced patterns. The most important feature of the machine is that it prints all the colours used at one operation, instead of requiring a separate impression for each colour, as is the case with the present methods of colour-printing. In other words, the paper is passed through it once only. This is managed by mounting on a revolving cylinder all the different printing surfaces required for the different colours, and arranging that the various colour rollers are held off the cylinder except when the appropriate printing surfaces are opposite them. In this way all the surfaces are inked, each with ink of the proper colour. As the cylinder revolves each in turn comes in contact with and delivers a range of ink to a smaller cylinder that it always presents precisely the same portion of its circumference to the successive printing surfaces carried on the former. Hence all the colours are exactly superimposed on each other and a complete reproduction is obtained on the roller of the coloured design or picture it is desired to print. This in turn is retransferred to a forme on the same large cylinder, and thence printed on the paper by a single impression. Several interesting mechanical devices—such, for instance, as a pneumatic attachment for feeding in the paper—are embodied in the machine, but the great advantage claimed for it is the saving of time and labour effected as compared with old methods, together with the accuracy of the "register" or fitting-in of the various colours, which, indeed, appears to be a necessity of its construction, so long, at least, as the parts are running true.

## AERIAL RESEARCH.

Some interesting experiments were tried at Newbury recently with a balloon and set of instruments for wireless telegraphy by the Rev. J. M. Bacon, Mr. N. Maskelyne, and Mr. Nevil Maskelyne. The object was to obtain information on several doubtful points, mostly acoustic. Thus it was intended to test how it is the fact that, as is generally taken for granted, a sound is heard with greater intensity across the wind than down it, and Mr. Bacon was anxious to obtain further data respecting echoes from the earth heard in a balloon, since certain previous observations of his seem to indicate that observers in a balloon who explode a gun-cotton cartridge hear the echo from the earth much later than the echo from the correct. On the ground a complete set of apparatus for wireless telegraphy was set up and used for several experiments during the afternoon, but the balloon carried a receiver only, the transmitting instruments being too cumbersome and heavy. To represent the vertical conductor, with which so far the best results have been obtained in wireless telegraphy, a thin wire cotton long was fastened to the top of the balloon and brought down to one terminal of the coherer in the car, while to the other was attached a wire of equal length, which was allowed to hang down vertically. With a view to increase the efficiency of this an old suggestion of Lord Kelvin's was adopted, and it was made to terminate in a metal vessel full of water, which slowly dropped out by a fine orifice. A successful ascent was made just after 6 o'clock. The balloon moved in an easterly direction, and in about three minutes disappeared in a cloud, not, however, before its occupants had signalled that their telegraphic instruments were in working order. In the next quarter of an hour several gun-cotton cartridges were exploded simultaneously with each other, so that the balloon could note the interval between the explosion of the signal and the hearing of the sound. Similarly, according to a pre-arrangement, at least one of these was heard on the ground, an observation of the balloon's altitude being taken at the same time with a sextant. The balloon ultimately descended at Bampton. The results obtained were somewhat surprising.

## A BRITISH VIEW OF AMERICAN INDUSTRY.

"American brag," says the *Literary Digest*, has come to be almost proverbial, foreigners not always appreciating the fact that what is called out brag is half the time due to American conceit. Nowadays, however, we do not have to do all our own bragging; there are others who do some of it for us. We take the following from an article in the *Liverpool Journal of Commerce*, a paper not likely to be prejudiced in favour of the United States even by Anglo-Saxon sympathies:—

That citizens of the United States are given to show their own trumpet few will deny. Before coming to the point, however, of indulging in so humble a discharge of gas, just a little want of taste—it is as well to look around and see if there is not some justification for the American's assumptive right to talk in a tone somewhat above a whisper, and brag of the achievements of his country. Without giving any opinion likely to hurt the susceptibilities of our fellow countrymen, we would depend on many of them, especially the manufacturer, to take a journey over to the States and there examine the way things are done, note the machinery that is used in producing goods there, and compare it with that which obtains in similar factories in this country. Above all, moreover, pay particular attention to the workers. To an unbiased person the difference all round can not but be noticeable and favourable to the American. There men work as if they had to, as if their very lives depended upon putting in as much labour as could be crowded into the working hours of a day, as if, indeed, they had a direct interest in the result of their toil. No one would need to go a long way in this country to find men in the pay of any industrial concern loafing about as if they were paid to learn and practise draughts or cards, or amuse their chums with entertaining gossip, when they should be head and ears in their business. . . . It may be said that the American is better paid than his British contemporary, hence this display of energy; but little doubt that he earns it all. And, without condemning the working capabilities or proclivities of our own countrymen, it can not be denied that they are generally speaking, the measure of their day's work is gauged by the capacity for work of the poorest workman, or at least of a very indifferent one. This restraining influence upon them of energy and ambition is demoralizing, and has played no little part in the retrograde movement of Great Britain as the world's factory.

Germany, with her technical education and skill, has been looked upon too distrustingly, while America might have had the attention for it is from Western, not Eastern, trade rivals that former British controlled markets are now and will be assailed.

## THE NAVAL MANOEUVRES.

"War" was declared on 29th July, and the naval manoeuvres commenced. The primary purpose of these manoeuvres is to gain knowledge in systematic scouting by fast cruisers and also in strategy. A British column of ships is coming under escort from Halifax to Milford Haven. The hostile A squadron of twenty-seven ships lying in Belfast Lough plus a torpedo flotilla stationed at Belfast, disengage and capture the convoy, whose rendezvous is unknown. The superior B squadron of three ships, mostly slower, located at Milford Haven plus a flotilla of destroyers is sent to sea to protect the convoy and bring it safely into Milford. Vice-Admiral Sir Harry Rawson commands A squadron and B is commanded by Vice-Admiral Sir C. O. Cotton. The A fleet took its departure from Bangor Bay, Belfast Lough, on Saturday morning.

The first news of actual hostilities came from Waterford. A correspondent, telegraphing from Dunmore East, states that at half-past one on 30th July the first-class torpedo-boat *Gaisman* and three torpedo-boats of the Waterford flotilla of the A fleet engaged two of the enemy's torpedo-destroyers about two and a-half miles west-south-west of the Hook lightship, putting both out of action. At five o'clock in the morning torpedo-boat No. 54 was put out of action by two of the enemy's destroyers while trying to make Waterford harbour. At three o'clock in the afternoon the *Gaisman* and the torpedo flotilla chased and dispersed the destroyers which were patrolling the coast. Torpedo-boats 66, 72, 73, and 74 of the A fleet arrived at Queenstown early on 29th ult., and left again at 11 A.M.

Between midnight and one, on 1st August, a destroyer of the B, or English fleet, entered Queenstown Harbour unobserved, and by means of a searchlight discovered four torpedo-boats of the A fleet. She fired two guns, but did not succeed, as was at first supposed, in putting out of action the four torpedo-boats. After her exploit the destroyer remained on the watch outside and in order to escape her should she make another dash in, two of the torpedo-boats proceeded up the estuary, and a third—No. 74, which was undergoing repairs to the eccentric strap of her fan engine—hid herself under the military side of Haulbowline Island. The latter vessel, however, was espied by the destroyer *Ferret*, of the B squadron, which dashed into the harbour at full speed at four o'clock on the afternoon of 1st inst., and being unobserved by those on the torpedo-boat, who thus had no time to discharge a torpedo, fired two guns at the boat and disabled her. Torpedo-boat 68 also narrowly escaped capture, but managed to get away by the back channel between Haulbowline and Rocky Island. The *Ferret* then proceeded to sea, steering an easterly course. The incident caused great excitement at Queenstown.

The battle between torpedo destroyers and torpedo-boats grows very interesting, and so far the vessels of the B fleet appear to have an advantage. The naval authorities and the officer acting for the Intelligence Department are fully informed of every move, and the result, it would seem, fully justify the ideas of the originators of this form of tactics, and it is also stated that the operations thus far will materially affect future policy with regard to boats and destroyers.—*L. & C. Express*.

## For Sale.

NOW READY.  
HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE  
1899 RACE MEETING  
WITH TABULATED STATEMENTS OF PLACES  
AND UNPLACED PONIES, JOCKEYS and  
OWNERS.

PRICE 50 CENTS.  
Only a limited Number printed.  
Send Orders early to  
The Manager,  
"HONGKONG TELEGRAPH" OFFICE,  
54, Queen's Road Central,  
Hongkong, 5th March, 1899.

## Entertainment.

REQUESTED BY EVERYBODY.

## "AS YOU LIKE IT."

OPEN-AIR  
VOLUNTEER PARADE GROUND.

SATURDAY NIGHT,  
September 9th.

JANET WALDROF'S COMPANY  
and  
MEMBERS A.D.C.

WELSH FUSILIERS' BAND.

MALE QUARTETTE.

BIG PRODUCTION.

PRICES:—

\$1, \$2 & \$3.  
All Soldiers and Sailors 50 cents.  
Reserved Seats at ROBINSON PIANO CO.  
Hongkong, 6th September, 1899. [1138a]

## Auctions.



GOVERNMENT NOTIFICATION.  
No. 475.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

## PARTICULARS OF THE LOT.

LOCALITY.	No. of Sale.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
Tai Kok Tsui.	54	2 1/2	1 1/2	4,000	8,000



GOVERNMENT NOTIFICATION.  
No. 476.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.15 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

## PARTICULARS OF LOT.

LOCALITY.	No. of Sale.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
Barker Road.	100	100	150	30,000	170,000



GOVERNMENT NOTIFICATION.  
No. 477.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.30 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

## PARTICULARS OF THE LOT.

LOCALITY.	No. of Sale.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
Queen's Road Central.	30	30	60	1,000	500

## Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship.

"FLINTSHIRE."  
Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.  
Hongkong, 1st September, 1899. [1115a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"VALETTA."

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., *ex S.S. Aradria*.  
From Persian Gulf, *ex B. I. S. N. and B. & P. S. N. Co's Steamers*.

Special Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DA-Y.  
Goods not cleared by the 8th instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 2nd September, 1899. [1115b]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING."  
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be obtained either from Lighters or from our Godowns upon countersignature of Bills of Lading.  
Goods remaining unclaimed after the 11th instant will be subject to rent.  
No Fire Insurance has been effected.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 4th September, 1899. [1115c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"PAKLING."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent.  
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DA-Y.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.  
Hongkong, 4th September, 1899. [1115d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE."

Having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 12th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.  
Hongkong, 5th September, 1899. [1115e]

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON,"

FROM NEW YORK AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 2 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.  
Hongkong, 6th September, 1899. [1115f]

## Shipping.

## STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE

THE Company's Steamship

"MARIA VALERIE."

Captain A. Fellner, will leave for the above places on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 6th September, 1899. [1115g]

## Hotel.

WINDSOR HOTEL,  
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from Entrance Hall to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,  
Proprietor & Manager.  
Hongkong, 28th April, 1899. [1115h]

## Antimations.

ALL KINDS OF

PROVISIONS, CUTLERY, BRUSHES, BROOMS,

VINYLIA SOAPS AND SCENTS,

FANCY GOODS, TOBACCOS

AND CIGARETTES.

CHEAPEST HOUSE IN THE COLONY.

(SUB AGENTS LIPTON LIMITED),  
57 & 59, QUEEN'S ROAD CENTRAL.

Hongkong, 5th September, 1899.

## NOTICE.

PRIVATE BOARD AND RESIDENCE,  
166, Queen's Road East.

Mrs. HORTON.  
Hongkong, 30th June, 1899. [1115i]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSMANN & Co.  
Hongkong, 11th September, 1896. [1115j]

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHWANG and all Ports in JAPAN.

Agents—

Mitsui Bussan Kaisha, Ltd.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagawachi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

Mitsui Bussan Kaisha, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899. [1115k]

## AN APPEAL.

THE SUPERIORES OF THE ITALIAN CONVENT, CAINE ROAD, beg most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1899. [1115l]



## Announcements.

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES.  
MARINE GLASSES AND SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central, 149

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.  
Sole Agents in the East for the unimagined  
CLEMENS, HUMBER and GLADIATOR CO., Ltd.,  
DUNLOP TYRES' BICYCLES—PRICE, \$160.  
Special reliable Watch made for this Climate.  
Quality \$100  
Quantity \$112  
30, QUEEN'S ROAD,  
Watson's Building.

**GRIMMEL'S SYRUP**  
HYPO-PHYRENE  
FOR THE TREATMENT OF  
All ailments of the throat, chest,  
coughs, colds, and influenza, and  
all other affections of the respiratory  
system. It is a most effective  
remedy, and is sold in all the  
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**Docks, Wharves and Godowns.**  
Hongkong & Whampoa Dock Co., Ltd.—\$40.  
Hongkong and Kowloon Wharf and Godown  
Company, Limited—\$100.  
Wanchai Warehouse and Storage Co., Ltd.—\$45.  
New Amoy Dock Co., Ltd.—\$160.  
**Land, Hotels and Buildings.**  
China Provident Loan and Mortgage Co., Ltd.—  
\$10.  
Hongkong Land Investment and Agency Co.,  
Ltd.—\$113.  
Kowloon Land and Building Co., Ltd.—\$29.  
West Point Building Co., Ltd.—\$35.  
Hongkong Hotel Co., Ltd.—\$134 buyers.  
Humphreys' Estate and Finance Co., Ltd.—  
\$10.

**Miscellaneous.**  
Green Island Cement Co., Ltd.—\$30.  
China-Borneo Co., Limited—\$10.  
A. S. Watson & Co., Limited—\$160.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$30.  
Hongkong Rope-Manufacturing Co., Ltd.—\$190.  
Geo. Fenwick & Co., Ltd.—\$124.  
Hongkong Ice Co., Ltd.—\$130.  
Hongkong High-Level Tramways Co., Ltd.—  
\$145.  
Dairies Farm Co., Limited—\$6.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$15.  
Bell's Asbestos Eastern Agency, Limited—\$1  
nominal.  
Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$70.  
Ewo Cotton Spinning & W. Co., Ltd.—\$15.  
International Cotton Mfg. Co., Ltd.—\$15.  
Lau-kung-mow Cotton Spinning & Weaving  
Co., Ltd.—\$15.  
Soy Cotton Spinning Co., Ltd.—\$15.  
Yahlong Cotton Spinning Co., Ltd.—\$15.  
Tehau Planting Co., Ltd.—\$4 per share.  
Tehau Planting Co., Ltd.—\$5.  
BENJAMIN, KELLY & POTTS (Share Brokers).  
Telegraph Address—"Rialto."

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Mr. J. M. Bayot  
Mr. Maron M. Bela  
Mr. Fred Collins  
Miss Maria Collins  
Mr. C. Cron  
Mr. and Mrs. Curtis and  
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Mr. Foster  
Mr. M. Dela Garvia  
Mr. Jose Gonzalez  
Mr. Ch. Hockmeyer  
Mr. G. C. Hodsdon  
Mr. H. Holmes  
Mr. L. Jaguim  
Mr. & Mrs. J. Kennedy  
Mr. W. D. Norton  
Mr. and Mrs. Oria and  
children  
Mr. M. Pardo  
Mr. and Mrs. Reyes  
and children  
Mr. and Mrs. Robinson  
Mr. E. J. Young

**VESSELS IN PORT.**  
**Steamers.**  
AIRLINE, British steamer, 2,500, W. Clyma,  
4th Sept., Sydney 14th Aug., Newcastle  
15th, Brisbane 19th, and Thursday Island  
25th, General—Gibb, Livingston & Co.  
BELLEROPHON, British steamer, 1,318, Lyons,  
25th Aug., Java 6th Aug., Singapore  
18th, Sugar—Butterfield & Swire.  
BENVENUE, British steamer, 1,467, J. Porter,  
3rd Sept., Foochow 3rd Sept., General—  
Gibb, Livingston & Co.  
CALCHAS, British steamer, 4,278, Gregory, 6th  
Sept., Singapore 31st Aug., General—  
Butterfield & Swire.  
CARLISLE CITY, British steamer, 1,894, Tho.  
Aiken, 7th Aug., Moji and Genral—Coal-  
—Butterfield & Swire.  
CHOWTAT, British steamer, 1,115, T. W. Groves,  
1st Sept., Bangkok and Koh-si-chang  
25th Aug., Rice and General—Yuen Fat  
Hing.  
EQUATORIA, Belgian steamer, 1,275, Ch. Daly,  
1st Sept., Swatow 31st Aug., Ballast—  
Order.  
ESMERALDA, British steamer, 965, R. W. Gob-  
ban, 22nd Aug., Manila 19th Aug., General—  
Shewan, Tomes & Co.  
FAUSANG, British steamer, 1,140, T. A. Mitchell,  
3rd Sept., Amoy 2nd September, Coal—  
Jardine, Matheson & Co.  
FORMOSA, British steamer, 674, J. Douglas,  
6th Sept., Amoy 1st Sept., Amoy 1st  
and Swatow 5th, General—Douglas, Lap-  
rak & Co.  
HINSANG, British steamer, 1,536, M. Crockett,  
6th Sept., Java and Samarang 27th Aug.,  
Sugar—Jardine, Matheson & Co.  
HONG LEONG, British steamer, 1,171, A. Frapp,  
6th Sept., Singapore 31st Aug., General—  
Joo Teck Sing.  
HUE, French steamer, 704, P. Merlees, 6th  
Sept., Haiphong and Hoihow 5th Sept.,  
General—A. R. Marty.  
INGRABAN, German steamer, 894, E. F. Piper,  
5th Sept., Surabaya 25th Aug., Sugar—  
Sander, Wisner & Co.  
JOHN SANDERSON, British steamer, 2,089, J.  
Erskine, 6th Sept., Singapore 30th Aug.,  
General—Dodwell & Co.  
LEGASPI, Spanish steamer, 565, Antonio  
Triban, 4th Sept., Manila 1st Sept., General—  
Order.  
MAUSANG, British steamer, 1,643, J. Kynock,  
27th Aug., Sandakan 20th Aug., Timber—  
Jardine, Matheson & Co.  
MENAU, British steamer, 1,980, S. J. George,  
1st Sept., Sydney 3rd Aug., via Townsville,  
Thursday Island and Port Darwin  
15th, and Manila 30th, General—Gibb,  
Livingston & Co.  
NANCHANG, British steamer, 1,063, E. Findlay,  
3rd Sept., Canton 3rd Sept., General—  
Butterfield & Swire.  
PAKSHAN, British steamer, 1,235, J. Jenkins,  
6th Sept., Saigon 1st Sept., General—  
Bradley & Co.  
PHRA CHULA CHOM KLAO, British steamer,  
1,012, B. Pigot, 29th July, Bangkok 25th  
July, General—Yuen Fat Hing.  
PHRA NANG, British steamer, 1,021, A. S.  
Caldar, 3rd Sept., Bangkok 28th Aug., and  
Swatow 4th Sept., Rice—Yuen Fat Hing.  
PROGRESS, German steamer, 687, P. Brandt,  
5th Sept., Touron 3rd Sept., General—  
Chinese.  
SANDAKAN, German steamer, 1,374, E. Muhle,  
2nd Sept., Sandakan 28th Aug., Timber—  
Melchers & Co.  
SUISANG, British steamer, 1,776, E. J. Todd,  
24th Aug., Calcutta via Penang and  
Singapore 18th Aug., Opium and General—  
Jardine, Matheson & Co.  
SUNGKIAN, British steamer, 1,021, C. B. N.  
Dodd, 3rd Sept., Manila 1st Sept., General—  
Butterfield & Swire.  
TARTAR, British steamer, 2,768, H. Pybus,  
R.N.R., 6th Sept., Manila 3rd Sept.,  
Ballast—C. P. R. Co.  
TAIVANG, British steamer, 1,459, R. Nelson,  
3rd Sept., Melbourne 22nd July, Sydney  
20th, Brisbane 1st Aug., Townsville 4th,  
Cooktown 6th, Thursday Island 13th, Port  
Darwin 15th, and Manila 31st, General—  
Butterfield & Swire.  
TRIESTE, Austrian steamer, 5,095, A. Mitis,  
5th Sept., Kobe and Moji 30th August,  
General—Sander, Wisner & Co.  
WONGKOL, British steamer, 1,115, E. E. Mc-  
Lellan, 2nd Sept., Saigon 29th August,  
Rice—Chinese.

**Sailing Vessels.**  
GOVERNOR ROBE, American ship, 1,627,  
Nichols, 21st Aug., New York 5th May,  
Kerosine Oil—Standard Oil Co.  
HUTTON HALL, British ship, 1,989, Thurber,  
5th Sept., Tacoma 23rd June, Flour—  
Order.  
JOSEPHUS, American ship, 1,547, P. Gilkey,  
30th Aug., New York 25th April, Case  
Oil—Standard Oil Co.  
SIMLA, British 4-masted bark, 2,087, Huestia,  
25th Aug., Cebu and Philippine Islands  
2nd Aug., Bagdad—Order.  
ST. DAVID, British ship, 1,400, Lyons, 16th  
Aug., San Francisco 3rd June, Flour—  
Order.

**HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.**  
Hongkong, September 7, 1899.  
Alacrity, dispatch-vessel, 1,700 tons, 10-6 p.m.  
q.t. guns, 3,000 h.p., Commander A. H.  
Smith-Dorrien, cruising.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. E. J. W. Slade, Foochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. H.  
Bayly, cruising.  
Barfleur, 1st class battleship, 13,000 tons, 14  
guns, 13,163 h.p., Captain Hon. S. C. J.  
Colville, C.B., cruising.  
Bonaventure, 2nd class cruiser, 4,360 tons, 18